



Incident Name	East Jefferson Street Derailment
Incident Type and Kind	Type-2 Hazardous Materials Incident Railroad Derailment into Waterway
Incident Location	Paulsboro, New Jersey

Incident Summary (0800 13 Dec 2012-0759 14 Dec 2012)

Unified Command:

- Coast Guard Jurisdiction ends after Phase 4 is complete, the threat of pollution will be mitigated and all tank cars will be back on the tracks.
- Schools are open for normal operations.
- Impacted facilities: Dupont and Ferro.

Response & Recovery:

- Dive Operations were conducted from 0700-0800 and 1300-1400 on Thursday, 13 December.
- 05 Pilings have been removed clearing and pre-rigging operations were conducted on Tank Car UTLX 098097.
- Track work was completed up to the swing section of the bridge.
- The crane barge was repositioned for the next lift of Tank Car UTLX 098097 scheduled to be lifted 14 December 2012.
- The Acoustic Doppler Current Profiler (ADCP) (tide and current meter) was deployed on Monday, 10 December and was retrieved, at slack tide on 12 December for data download and analysis. ADCP measured water current from the bottom of the channel, up through the water column. The data allowed for a more accurate prediction of tidal shifts and times, and to see how narrow slack windows are.
- For diving operations on site, slack windows are considered less than 1 knot current. For general diving operations, divers need the current to be at least less than 2 knots, but the intricate work of this operation makes less than 1 knot necessary. NOAA has confirmed that the tidal slack times of low current are very narrow. At the ADCP deployment site (between 1 and 2 tenths of a mile from bridge), slacks are slightly more than an hour in duration but it is likely that at the bridge itself, the bottleneck construction greatly enhances the flow to where the actual usable slack for operations is less than an hour. The frequency of this workable slack is roughly only once every 6 hrs and 15 min.
- Estimated response costs: \$14,100,000 as of 0000 on 14 December (daily spend rate \$900,000).

Environmental Monitoring:

- Active air monitoring continues throughout the area to include the following equipment: 5 Area Rays, 12 Fixed Stations, where 20 Mobile Units w/ Photo Ionization Detectors are used for residential and work area detection, along with 7 mini can analytical sampling locations which monitor for 24 hours and then get analyzed.
- 2 soil samples were taken (Specific sites were chosen based on the sites of the 2 highest recordings during the last testing period) Results will be available Saturday, 15 December.
- Last VOC detection (0648 on 6 Dec 2012) near Crown Pt. Bridge at 0.1 ppm (lowest threshold detection limit of equip).
- Urinalysis: As of 1000 on 11 Dec 2012 (last update), 29 (28 first responders, 1 homeowner) of 203 urine samples had elevated levels of a vinyl chloride metabolite.

Re-Entry Monitoring: (as of 2030 on 13 DEC 12)

- 324 homes tested / 52 homes declined testing/ 376 total homes contacted.
- 30 businesses tested / 0 businesses declined testing.
- 7 homes or business are been scheduled yet for next testing operation.
- 11 of 11 homes in Zone 5 tested; no detections
- 1 team conducted residential testing on 13 December.
- 6 total homes burglarized during evacuation.
- 0 VOC detections in homes on 13 December
- 0 Vinyl Chloride colorimetric tubes utilized / 0 detections on colorimetric tubes in residential areas on 13 December.

Law Enforcement:

- Continues to provide access control and site security.
- Prepared with appropriate resources to implement any evacuation activities.
- USCGC CLEAT continued to enforce safety zone.

General Information:

- The Evacuation Order has been amended for all but 3 homes (approximately 6 people), all of which are along the creek bend near the wreck site. Re-entry is being conducted with police escorts and supported by air-monitoring. 379 families and businesses have returned to their respective homes/ businesses.
- Community Outreach efforts continue for residents outside of evacuation area (air testing & pamphlets).
- Information website: www.paulsbororesponse.com

USCG IMAT ICS-209

Prepared by: LTJG Spado

Situation Unit Leader

Rail Car Status				
Car #	Cargo	Notes		
ECUX 881493	Plastic Pellets	Rail Car Removed		
SGLR 006298	Lumber	Rail Car Removed		
UTLX 207398	Ethanol-23,000 gals	Derailed—Off Track/On Side/In Water—Intact		
OCPX 80323	Vinyl Chloride-180,150 lbs	Derailed—Off Track/In Water—Intact		
OCPX 80234	Vinyl Chloride-176,000 lbs	Rail Car Removed and Placed on Barge.		
UTLX 098097	Vinyl Chloride-177,550 lbs	Derailed—Off Track/In Water—Intact		
UTLX 098041	Vinyl Chloride-177,000 lbs	Derailed—Upright—Intact		
Safety Status / Personnel Casualty Summary				
Type		Previous Report	This Period	Total
Responder Injury/Illness		0	0	4
Public Injury/Illness		0	0	158
Public Sheltered-in-Place		0	0	0
Evacuation Totals				
Type		Previous Report	This Period	Total
Homes Remaining Evacuated		3	3	3
Businesses Remaining Evacuated		1	1	1
Families Remaining Evacuated		3	3	3
People Remaining Evacuated		6	6	6
General Equipment List				
USCGC CLEAT Weeks Marine 150-ton Crane Barge (W568-Crane Barge) 5 Small Boats (non-USCG) 2 Type-1 Fire Engines (per shift) 2 Type-2 Ambulances (per shift) Neptune High Flow Water System 11 Law Enforcement Patrol Units 6 Buses (3 for transportation and 3 on standby to support evacuation operations if needed) 2 Deck Barges standing by (W41, W163) 3 Deck Barge on-scene (W234, W179, W41) 1 Tug Boat (UTV SEA COAST) (UTV PALM COAST Scheduled to arrive 14 December)				
On-Scene Personnel				
Level	Agencies	ICP	Field	Total
Federal	USCG	18	10	28
	EPA/START	2	1	3
	FRA	1	0	1
	NOAA	2	0	2
	OSHA	1	0	1
State	NJ DEP	6	0	6
	NJ DOH	1	0	1
	NJ OEM	2	0	2
Local	Paulsboro Fire Department	3	3	6
	Paulsboro Police Department	3	6	9
	Gloucester County OEM / EMS	1	6	7
Responsible Party	Conrail (Counted as in the field but may come to the ICP)	1	9	10
	Contractors/Consultants	23	108	131
Total Personnel		64	143	207
Notes: Personnel numbers have changed due to operations and the lifting of the evacuation order for most homes. Additionally, the NTSB demobilized.				
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